

APPENDIX 2

Technical Regulations Le Mans Classic 2014

Cars must be presented to the scrutineering in compliance with the specifications used in period. The respect of the period specifications and conformity are the fundamentals of our races.

A penalty system will allow non-conform car to take part without perturbing the sporting results. In case of non-respect of the previous notification made by our scrutineers, penalties will be enforced and can lead to an exclusion.

ARTICLE 2 – TECHNICAL

2.1/ Tyres.

Will only be accepted the tyres below.

Grid 1 (1923-1939)	<p>➤ All cars should be equipped with Dunlop Vintage compound 204, Blockley or Englebert</p> <p>➤ Car equipped with 3"5 rims or less are allowed to race with road-use tyres, provided none of the above tyres are available. Their pattern should not be inferior to 75% and "S" speed standards is the minimum accepted. They must bear the "E" or "DOT" standard.</p>
Grid 2 (1949-1956)	<p>➤ Avon CR6ZZ, Turbosteel ACR6D or Michelin XAS FF.</p> <p>➤ Dunlop Vintage compound 204</p> <ul style="list-style-type: none"> • Section L – R5 pattern for « Sportscars » and GTP • Section L – CR65 pattern for GT/GTS.
Grid 3 (1957-1961)	<p>➤ Avon CR6ZZ, Turbosteel ACR6D or Michelin XAS FF.</p> <p>➤ Dunlop Vintage compound 204</p> <ul style="list-style-type: none"> • Section L – CR65 pattern or anterior for « Sportscars » and GT/GTS/GTP
Grid 4 (1962-1965)	<p>➤ Avon CR6ZZ or Michelin XAS FF.</p> <p>➤ Dunlop Racing compound 204</p> <ul style="list-style-type: none"> • L or M Section – CR65 pattern or anterior for « Sportscars » and GT/GTS/GTP
Grid 5 (1966-1971)	<p>➤ Racing tyres with treaded pattern all over the width.</p> <p>Example: Avon « Historic All Weather », Avon CR6 ZZ, Dunlop Post Historic...</p>
Grid 6 (1972-1979)	<p>➤ Slicks</p> <p>➤ Racing tyres with treaded pattern</p> <p>Exemples : Avon « Historic All Weather », Dunlop Post Historic ...</p>

2.2/ Engine and Capacity

Cars must be presented **in a period engine configuration** complying with the model and conform to their HTP.

- Any car prepared in a **posterior configuration** to the period of the car of the present regulations will be classified in the superior category or excluded of the classification if impossible.

2.3/ Lighting

All cars must be fitted with period lighting in running conditions.

Rear fog lights are forbidden.

Xenon, LED identification are strictly forbidden.

For safety reasons and to increase the visibility of the faster cars, **the TSRC of Grid 5 and 6 must run the practice and races with lights switched on.**

2.4/ Weight

Ballast may be fixed in the car to meet the target weight, providing it is a solid and visible bloc, fixed on the floor of the car and sealed by a scrutineer. A spare wheel, correctly fixed can be used as a ballast.

Whenever the car is checked, throughout the event, the weight should never be inferior to the weight listed below.

If the weight of a car is close to the minimum weight, the fuel will be removed from the car for another weight check.

Reference Weight				
Grid 1	See HTP	Grid 4	See HTP	Specific Technical notes for COBRA / TYPE E / BIZZARRINI
Grid 2	See HTP	Grid 5	GTS See HTP	TSRC -2000cc – 550 kg TSRC +2000cc – See period weight
Grid 3	See HTP	Grid 6	GTS See HTP Period Appendix J (Period H2 & I)	TSRC -2000cc – 600 kg TSRC +2000cc – 72/75 – 650 kg TSRC +2000cc – 76/79 – 700 kg

2.5/ Brakes

- The cars should be fixed with brakes (**drums, discs, calipers**) used **in period** on the model.
- The entrant shall bring the proof of this together with the HTP of the car.

2.6/ Ground Clearance

GRID 1 According to period specifications.

GRID 2, 3 and 4 : GT/GTS/GTP : 100mm – TSRC : 60mm

The ground clearance takes every aspect of the car into account. (Front spoiler, suspension pick up point, exhaust...). A 30mm tolerance will be applied for the silencers only.

GRID 5 and 6 : TC/GT/GTS/GTP/TSRC : 60mm

The ride height takes every aspect of the car into account (Front spoiler, flat bottom, exhaust and silencer).

2.7/ Radio

No radio communication between the pits and the driver will be allowed on the car.

2.8/ Transponder

AMB Timekeeping system will be used. Transponders will be available to hire.

2.9/ HANS – RFT System

Mandatory from Period I (1977 inclusive).

2.10/ SPECIFICATIONS FOR THE MOST COMMONLY RACED CARS.

➤ FORD COSWORTH ENGINED PROTOTYPES

- Cast Iron FVC. Capacity 1790cc to 1840cc. (Max. bore).
- DFV 3L. Mechanical injection only.

➤ PORSCHE 906, 907 & 910 ENGINE

- 6 cylindres. 2000cc.
- 8 cylindres. 2200cc.
- 6 cylindres. 2380cc. Exclusively for the 910 (Le Mans 1971).

➤ BMW M12/7 ENGINE

- Bore/Stroke 1- 80x89 ou 2- 75x92 ou 3- 77.4x90.6

➤ CHEVRON B16.

Cast iron block FVC engine. 1790 cc up to 1840cc. FR 2 pistons ventilated discs. RE 2 pistons solid discs. 550Kg minimum.

➤**CHEVRON B19**

Cast Iron FVC. Capacity 1790 cc to 1840cc. FR : Ventilated discs & 2 pistons calipers.
RE : Solid discs. 2 pistons calipers. 550Kg minimum.

➤**LOLA T210 & T212**

Cast Iron FVC. Capacity 1790 cc to 1840cc. FR : Ventilated discs & 2 pistons calipers.
RE : Ventilated discs & 2 pistons calipers. 550Kg minimum.

➤**LOLA T70 MK3.**

Chevrolet 5000cc to 5700cc carburettors only. Wet or dry sump.
Maximum wheel width 9" and 12". Ventilated Girling brakes 3 or 4 pistons.

➤**LOLA T70 MK3B.**

Chevrolet 5000cc, carburettors or injection. Wet or dry sump. Front « Spoiler » or « Flaps » are forbidden.
Maximum wheel width 10.5" & 17". Ventilated Girling brakes 4 pistons. 860Kg minimum.

➤**FORCED INDUCTION SYSTEMS**

All concerned cars should be equipped with a period specification forced induction system complying in all aspect with the one used in period on the car (exhaust manifold, turbo and wastegate) – No other alternative will be accepted.

In all cases, forced induction system using modern technologies (VAT « Variable Area Turbine », VNT « Variable Nozzle Turbo » or equivalent) are forbidden.



For the cars equipped with KKK Turbo in period (Porsche 908, 935, 936,...) it is mandatory to use the same KKK Turbo as the one used in period.

➤**GEARBOX**

All cars should be equipped with a gearbox complying with the period specification of the presented car.



For the prototypes equipped with a 3L DFV, the only gearbox allowed is the Hewland DG300 as used on all cars in international endurance races in period.

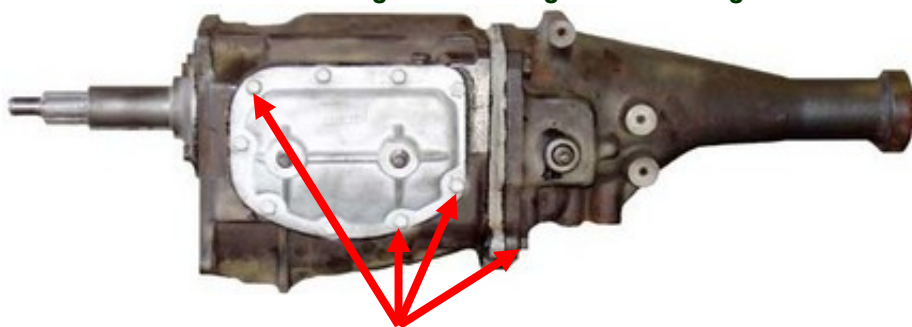
TECHNICAL NOTE N°1 - AC COBRA 289 PRE 66'

2014 Specific Technical Regulations

V8 - 18-02-14 – Only Le Mans Classic 2014

	Period F – FIA Form 115	Notes
Minimum weight	1000kg	Peter Auto mandatory minimum weight Maximum ballast of 30 kg
Wheels diameter	6 ½ FR – 7½ RE – Alloy/Magnesium	Maximum 15in
Tyres dimension	AVON CR6ZZ - FR 215/70R15 – RE 245/60R15 / DUNLOP CR 65 – L or M	
Brakes/Calipers	Alloy Girling « CR » FR – « ORA » RE	2 Pistons only.
Front Disc Brake Diameter	290mm	Solid Disc– Non ventilated Thickness 16mm maximum
Rear Disc Brake Diameter	277mm	
Drivetrain	Steel hub FR/RE	Alloy are forbidden
Maximum front track	141,6cm	
Maximum rear track	141,6cm	
Ground clearance	100mm	Art. 4.6 Sixties' Endurance regulations.
Ride height		
Maximum capacity / Stroke	4868cc (289ci) / 72,9mm	302 Boss bloc are forbidden
Timing/ Timing valve	Steel rocker	Roller rockers are forbidden
Intake	4 x Weber 48 IDA/IDM	Holley carburetors are forbidden
Ignition	Contact breaker/coil, mechanical advance retard only	Electronic ignition is forbidden
Cylinder Head	Original steel head - 18mm spark plugs	Alloy heads and 14mm spark plugs are forbidden
Engine bloc material	Cast iron	
Transmission <i>*must be fitted at the latest for January 1st 2015</i>	4 speed Syncro T10 Borg Warner « Side Loader » * Half shafts and U-joints	<ul style="list-style-type: none"> Alloy transmission shaft are forbidden « CV Joints » are forbidden Gearbox to be sealed according to scheme N°1
Dampers	Non threaded dampers/abutments Steel Leaf springs	Inverted dampers to reduce unsprung weight and composite leaf springs are forbidden
Exhaust manifolds	Exhaust pipes at the exit of the engine must comply with the type shown on the homologation form.	See page 4 – Homologation form 115
Rear axle	4HU-004-12 Salisbury steel Disc self-locking only	Additional rear axle radiator and pump are accepted
Rear axle material	Steel	Alloy/Magnesium are forbidden
Gearbox material <i>*After January 1st 2015</i>	« Side Loader » Aluminium	Cast iron or Alloy Top Loader are forbidden *
Bodywork	Aluminium	Le Mans hard top – Fibreglass or Aluminium. Short hard top – Fibreglass or Aluminium
Windscreen	Highest point – 91,44cm	See page 6 – Homologation form 115 From center of the floor -> center of the windscreen.
Protections	Sump guards are forbidden - Underfloors are forbidden	

N°1 – Bolt drilling scheme for gearbox sealing.



Bolts to be drilled for sealing (2mm)

Girling BR



Girling ORA



Girling ORA brake caliper

1.75" Ø pistons
2 11/16" bolt centres
7/16" bolt holes

LH: ORA100LH
RH: ORA100RH

TECHNICAL NOTE N°2 – PRE 62' JAGUAR E TYPE - PERIOD E

2014 Specific Technical Regulations

V6 - 11/12/2013

	Period E – FIA Form 34	Notes
Minimum weight	1118kg	Maximum ballast 30kg
Wheels diameter	5 ½ FR – 5 ½ RE – Wire wheels only	Maximum 15in
Brakes/Calipers	Standard 2 pistons Dunlop MK2	<ul style="list-style-type: none"> • FR 53.9mm (2 1/8inch) • RE 44.45mm (1 ¾ inch)
Front Disc Brake Diameter	279mm	Non ventilated solid discs
Rear Disc Brake Diameter	254mm	Non ventilated solid discs
Maximum front track	127cm	
Maximum rear track	129,5cm	
Ground clearance/ Ride height	100mm	Art. 4.6 Sixties' Endurance Regulation
Maximum capacity / Stroke	3885cc / 106mm	
Intake	3 x SU HD8	
Ignition	Contact breaker/coil, mechanical Advance retard only	Electronic ignition are forbidden
Heads	Standard straight head	
Engine bloc material	Cast iron	Aluminium forbidden
Gearbox	Moss or Jaguar 4 speed	ZF 5 speed are forbidden
Differential	Steel Salisbury - Discs self-locking only	Limited slip disc only
Dampers	Steel non adjustable non threaded dampers	Alloy dampers are forbidden
Exhaust manifolds	Must comply with the original design	See picture page 2
Rear axle material	Cast iron	Alloy/Magnesium are forbidden
Gearbox material	Cast iron	Alloy/Magnesium are forbidden
Bodywork	Steel	

Dunlop Mk2 Caliper



Exhaust Manifold



TECHNICAL NOTE N°3 - PRÉ 66' JAGUAR E TYPE / PÉRIOD F

2014 Specific Technical Regulations

V6 - 11-12-13

	Period F – FIA Form 100	Notes
Minimum weight	1000Kg	Peter Auto mandatory weight Maximum ballast: 30Kg
Wheels diameter	8' FR – 8' RE Wire wheels/Aluminium	Maximum 15in
Brakes/Calipers	<ul style="list-style-type: none"> Standard Dunlop MK2 MK9 Jaguar type 	FR – Standard Dunlop Mk2/2 pistons (2 ^{1/8}) or Jaguar Mk9/2 pistons (2 ^{1/2}) RE – Dunlop 2 pistons (1 ^{3/4} or 2 ^{1/8})
Front Disc Brake Diameter	279mm or 308mm	Non ventilated solid disc
Rear Disc Brake Diameter	254mm, 263mm or 286mm	Non ventilated solid disc
Maximum front track	135cm	
Maximum rear track	141cm	
Ground clearance/ride height	100mm	Art. 4.6 Sixties' Endurance regulation.
Maximum capacity / Stroke	3885cc / 106mm	
Intake	3xSU HD8 or 3xWeber 45/48 DCOE Butterfly throttle Lucas mechanical fuel injection	Guillotine throttle fuel injection are forbidden
Ignition	Contact breaker/coil, mechanical advance retard only	Electronic ignition is forbidden
Cylinder Head	Standard Straight head or wide angle	
Engine bloc material	<ul style="list-style-type: none"> Cast iron Alloy <u>ONLY</u> on authentic cars fitted in period. 	Alloy blocs are forbidden for every E-types except few well known period Lightweights.
Transmission	Moss or Jaguar 4 speed	ZF 5 speed are forbidden
Differential	Steel Salisbury - Disc Self-locking only	Additional rear axle radiator and pump are accepted
Dampers	Steel non adjustable non threaded dampers	Alloy dampers are forbidden
Exhaust manifolds	Must comply with the original design	See picture page 2
Rear axle material	Cast iron	Alloy/Magnesium are forbidden
Gearbox material	Cast iron	Alloy/Magnesium are forbidden
Bodywork	Steel monocoque with Alloy parts (Only bonnet, boot and doors)	Full aluminium bodywork are forbidden

Dunlop Mk9 FRONT



Exhaust Manifold



BULLETIN TECHNIQUE N°4 - ISO GRIFO A3C – BIZZARRINI 5300 GT PRE 66'

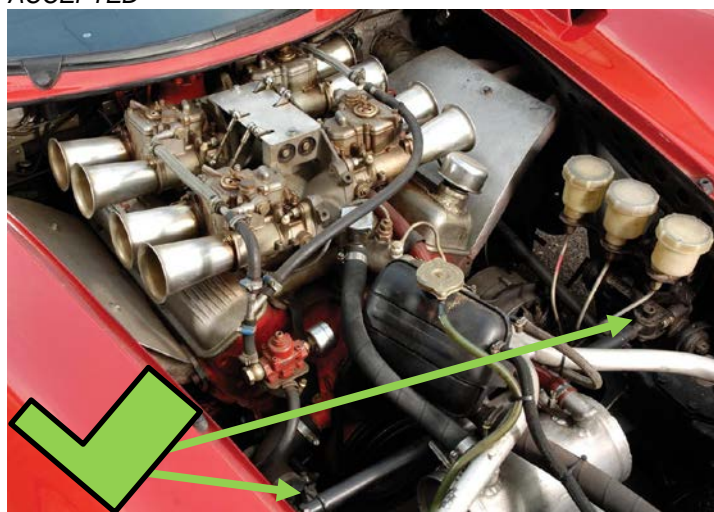
2014 Réglementation Technique Spécifique

V7 - 11/12/2013

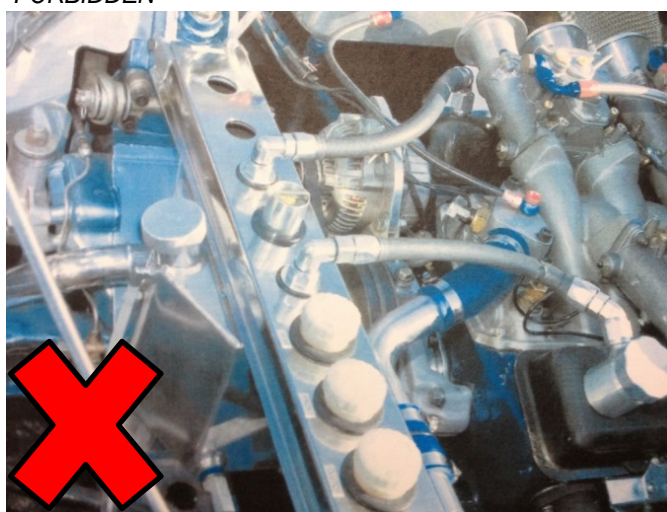
	Period F – No FIA form	Notes
Minimum weight	1100kg	Peter Auto mandatory minimum weight Maximum ballast of 30 kg
Wheels sizes	7' FR – 9' RE	Maximum 15in
Brakes/Calipers	<ul style="list-style-type: none"> Dunlop Jaguar MK9 type Campagnolo 	2 Pistons
Brake discs diameter FR	305mm	Solid – Non ventilated. Maximum thickness 15mm.
Brake discs diameter RE	305mm	
Maximum Front track	144,5cm	
Maximum Rear track	148,5cm	
Ground clearance/ride height	100mm	Art. 4.6 Sixties' Endurance regulations
Engine capacity maximum	5359cc (327ci)	
Timing/Valve timing	Steel rocker	Roller rockers are forbidden
Intake	4 x Weber 45 DCOE-12 1 x Holley "4 Barrel"	Weber 50 / 48 DCOE & IDA are forbidden
Ignition	Contact breaker/ coil, mechanical advance retard only	Electronic ignition are forbidden
Heads	Original cast iron GM heads	Aluminium heads are forbidden
Engine bloc material	Cast iron	
Gearbox	4 speed T10 aluminium 4 Speed Muncie M22	Gearbox to be sealed according to scheme N°4
Dampers	Steel non adjustable non threaded dampers	Aluminium dampers are forbidden
Exhaust	Exhaust pipes at the exit of the engine must comply with the original design	
Rear axle	Original – Steel Salisbury	Disc self-locking only
Rear axle material	Cast iron	Alloy/Magnesium are forbidden
Gearbox material	Cast iron or aluminium	Magnesium are forbidden
Bodywork	Aluminium and/or fibreglass if equiped in period.	
Engine bay	Front strut brace accepted	See pictures attached

Front strut brace must be of a maximum diameter of 4cm and fixed with uniball. No other type of front strut brace will be accepted.

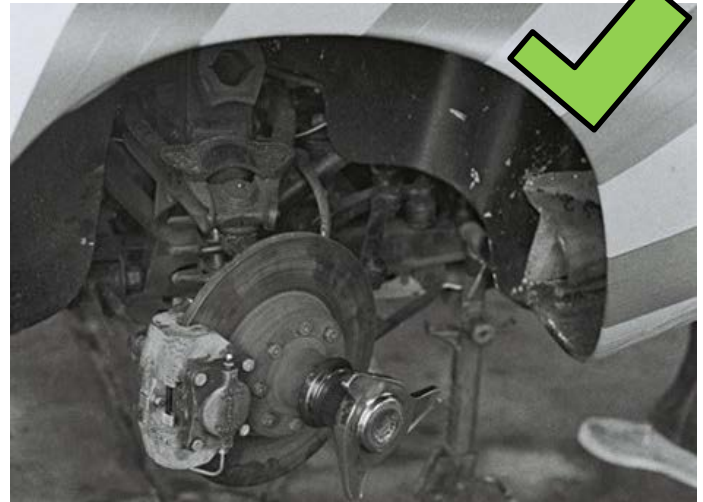
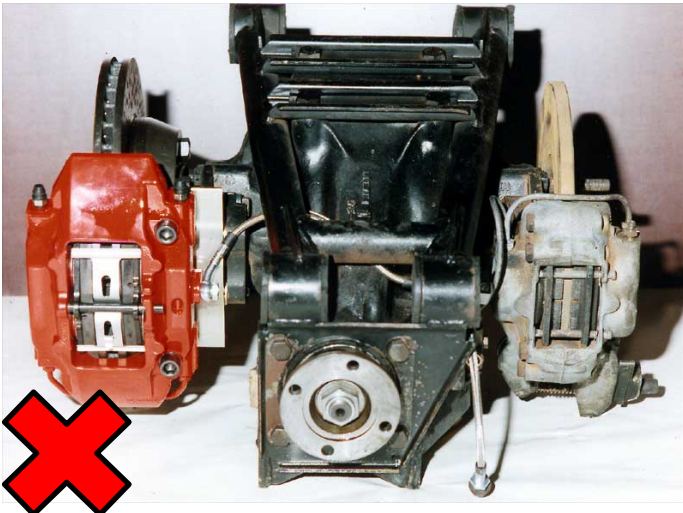
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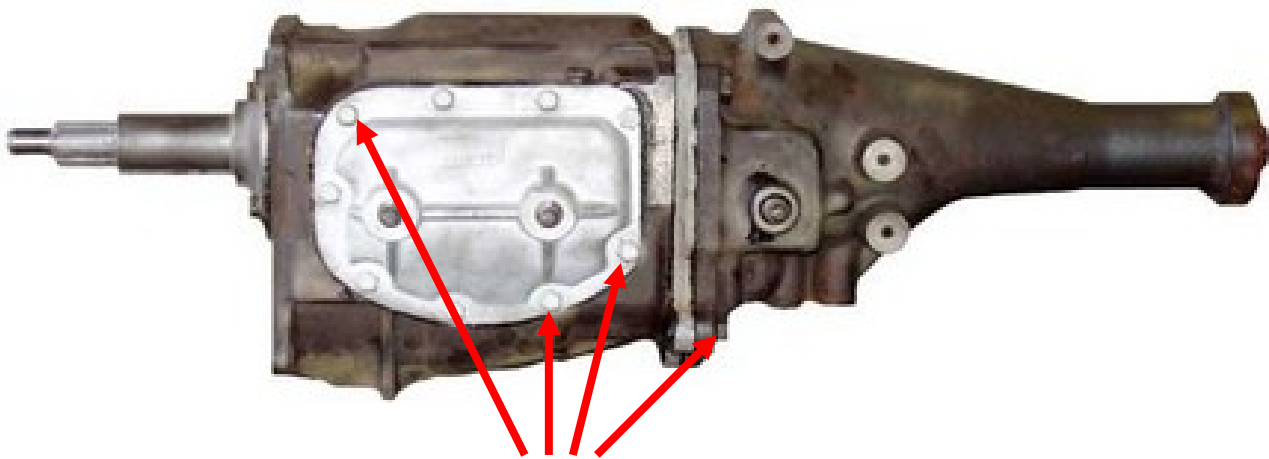
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CALIPERS/DISCS



N°4 – Bolt drilling scheme for gearbox sealing.



Bolt to be drilled (2mm) for sealing